



S. 43rd St. – W. Lincoln Ave. (Railroad) to W. Morgan Ave. Complete Streets Improvements

July 10th, 2019

Alderman Mark A. Borkowski

Mike Amsden, AICP – Multimodal Transportation Manager

Scott Reinbacher, PE – Traffic Engineer



Project Goals

- Provide safer accommodations for people walking, accessing the park, and living in the neighborhood
- Reduce speeds and organize traffic
- Supplement previously installed pedestrian safety measures
- Clearly communicate project trade-offs and potential impacts



Project Scope

- Pavement markings and signs

Milwaukee's Complete Streets Policy



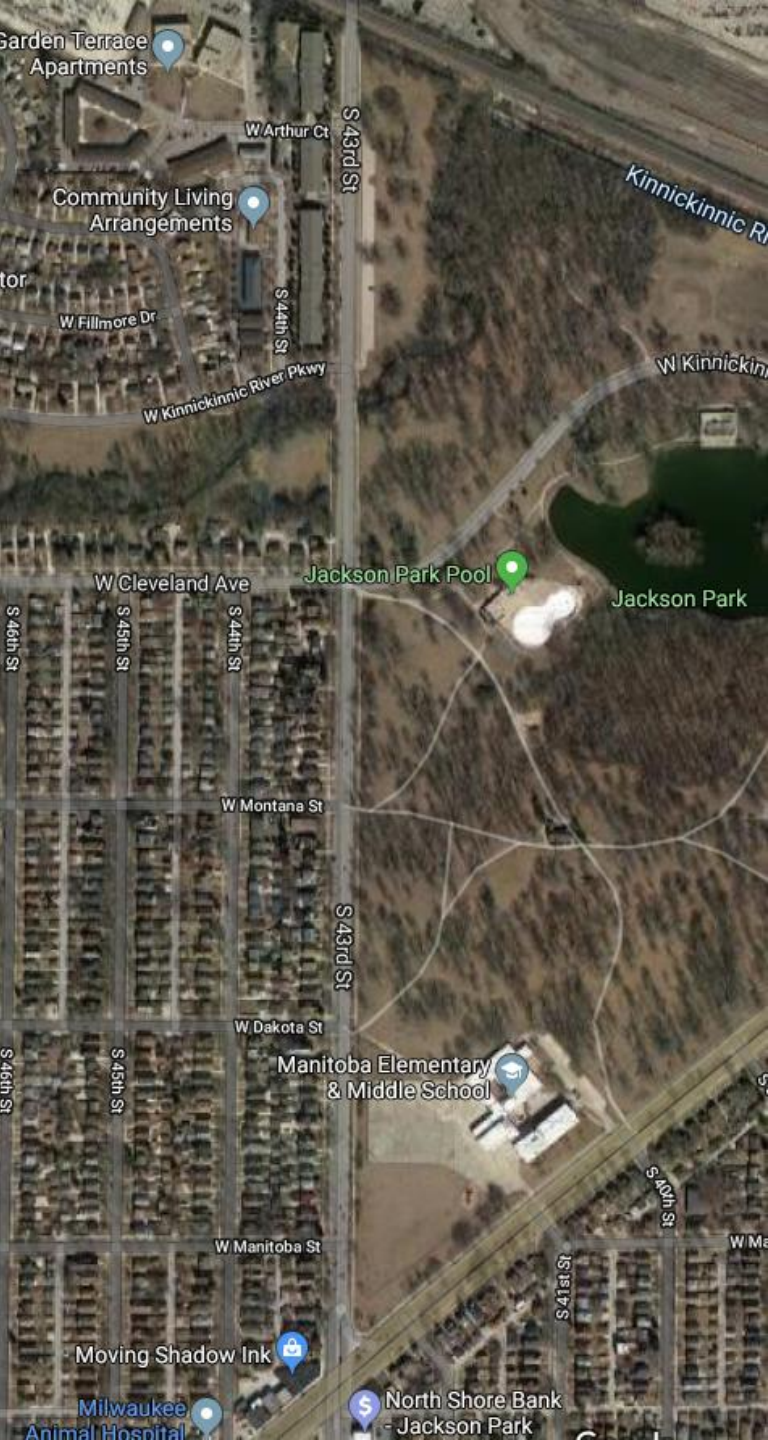
*"The City of Milwaukee is committed to fostering a **livable city** through the creation of Complete Streets that improve access to **neighborhoods**, prioritize the **safety and health** of residents and visitors, support **economic growth**, improve **access to education and jobs**, enhance **urban design**, encourage **physical activity**, and reduce negative **environmental impacts** throughout the city..."*

Why Complete Streets?

Achieve broader City goals

- A safe, reliable, comprehensive transportation network is a right
- Speeding and reckless driving leads to crashes
- A comprehensive, equitable approach can address disparities
- Enhance community connectedness, promote healthy neighborhoods





Railroad – Forest Home

- Posted 25mph speed limit
- 14,000 – 18,000 motor vehicles per day
- Active land uses on east side of street, residential land use on west side
- Generally two lanes of traffic in each direction
- Parking varies
- No left turn lanes at most intersections

Railroad to KK River Parkway



- Parking allowed on west side, prohibited on east side
- 1 southbound travel lane, two northbound travel lanes
- Northbound merge at railroad bridge
- No left turn lanes

KK River Parkway to Cleveland



- Parking prohibited on both sides of the street
- Two travel lanes in each direction
- Southbound left turn lane at Cleveland

Cleveland to Forest Home



- Parking allowed on both sides of the street
- Two travel lanes in each direction
- Curb extensions and marked crosswalks at Montana, Dakota, and Manitoba



Forest Home to Morgan

- 2 lanes of traffic in each direction
- Variable median
- Parking permitted on most blocks, but lightly used
- Posted 25mph speed limit
- 12,000 motor vehicles per day
- 1 lane of traffic in each direction south of Morgan



Proposed Complete Streets Design

- 'Road diet' or 'right-sized street'
- 4 lanes of motor vehicle traffic to 2 or 3



- Improvements for people walking, biking, and driving
- Speed reduction, higher yielding rates, and crash reduction
- Consistent cross-section
- Potential for motorist delay or queuing during peak hour(s)

Potential Complete Streets Design

Morgan to Oklahoma



- One lane in each direction to reduce speeds and organize traffic
- Clearly marked parking and bike lanes

Potential Complete Streets Design

Oklahoma to Railroad*



- One lane in each direction to reduce speeds and organize traffic
- High visibility crosswalks, painted refuge space, and elimination of double threat improve access to park and school
- Clearly marked parking and/or bike lanes
- Left turn lanes for driveways and cross streets
- Increased queuing and delay during peak periods

Potential Complete Streets Design

43rd / Forest Home / Oklahoma



- Adjusted signal timing improvements to reduce queuing
- Increased queuing likely on southbound 43rd and southeast bound Forest Home, particularly during afternoon rush hours
- Potential increase in travel times

Traffic Summary – Afternoon Rush Hours

- Southbound 43rd Street - Existing

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
KK River Pkwy	III	30	22.9	5.1	28.0	0.18	23.1	C
Cleveland	III	30	17.0	9.0	26.0	0.13	17.5	D
Forest Home	III	30	57.5	30.1	87.6	0.45	18.6	C
Oklahoma	III	30	7.5	13.9	21.4	0.05	8.2	F
Morgan	III	30	62.9	13.4	76.3	0.50	23.4	C
Total	III		167.8	71.5	239.3	1.30	19.6	C

- Southbound 43rd Street – Potential Road Diet

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
KK River Pkwy	III	30	22.9	34.5	57.4	0.18	11.3	E
Cleveland	III	30	17.0	56.8	73.8	0.13	6.2	F
Forest Home	III	30	57.5	27.2	84.7	0.45	19.2	C
Oklahoma	III	30	7.7	1.1	8.8	0.05	20.3	C
Morgan	III	30	62.9	22.1	85.0	0.50	21.0	C
Total	III		168.0	141.7	309.7	1.30	15.2	D

Traffic Summary – Afternoon Rush Hours

- Northbound 43rd Street - Existing

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Morgan	III	30	15.5	12.9	28.4	0.11	13.9	E
Oklahoma	III	30	62.9	29.9	92.8	0.50	19.2	C
Forest Home	III	30	7.5	11.8	19.3	0.05	9.0	F
KK River Pkwy	III	30	57.5	6.8	64.3	0.45	25.3	B
KK River Pkwy	III	30	17.0	9.2	26.2	0.13	17.4	D
Total	III		160.4	70.6	231.0	1.23	19.2	C

- Northbound 43rd Street – Potential Road Diet

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Morgan	III	30	14.6	19.1	33.7	0.10	11.0	E
Oklahoma	III	30	62.9	24.0	86.9	0.50	20.5	C
Forest Home	III	30	7.7	19.3	27.0	0.05	6.6	F
KK River Pkwy	III	30	57.5	9.4	66.9	0.45	24.4	B
KK River Pkwy	III	30	17.0	4.9	21.9	0.13	20.8	C
Total	III		159.7	76.7	236.4	1.23	18.7	C

Traffic Summary – Afternoon Rush Hours

EXISTING

INTERSECTION	NORTHBOUND			SOUTHBOUND			INTER-SECTION LOS
	LEFT	THROUGH	RIGHT	LEFT	THROUGH	RIGHT	
KK River Pkwy	A 8 cars			A 8 cars			A
Cleveland	A 1 car	A 3 cars		A 1 car	A 5 cars		A
Forest Home	B 2 cars		A 0	C 13 cars		A 1 car	B
Oklahoma	C 4 cars	C 8 cars	A 0	C 4 cars	B 5 cars	A 1 car	B
Morgan	B 2 cars	B 4 cars		B 3 cars	B 5 cars		B

POTENTIAL ROAD DIET

INTERSECTION	NORTHBOUND			SOUTHBOUND			INTER-SECTION LOS
	LEFT	THROUGH	RIGHT	LEFT	THROUGH	RIGHT	
KK River Pkwy	E 4 cars	A 8 cars	N/A N/A	N/A N/A	E 48 cars		D
Cleveland	A 1 car	A 9 cars		A 1 car	E 40 cars		D
Forest Home	B 14 cars		A 1 car	C 8 cars		A 1 car	B
Oklahoma	C 4 cars	C 7 cars	A 0 cars	A 1 car	A 1 car	A 0 cars	C
Morgan	B 2 cars	B 9 cars	A 1 car	C 3 cars	C 11 cars	A 1 car	B

Benefits

- Reduced speeding, reckless driving, and crashes
- Improved pedestrian experience walking along and across 43rd Street
- Easier to turn onto / off of 43rd Street
- On-street bike accommodations
- Matches into existing one-lane in each direction cross-sections to the north and south

Challenges

- Queuing traffic during peak hour(s)
 - Southbound 43rd and Southwest bound Forest Home PM peak likely to be most impacted
- Increased motor vehicle travel time during peak hour(s)
- Potential for improper lane utilization
- Potential for diversion into neighborhood

Next Steps

- Develop consensus on potential improvements
- Finalize design
- Identify funding if applicable
- Program striping changes



Thank you!

For additional information contact:

Department of Public Works

bikewalk@milwaukee.gov

414-286-CITY (2489)

